

For ...
FREEDOM
and
DEMOCRACY.

The Indiana Teamster

"Serving the Indiana Teamster Movement"

Against ...
HITLERISM
and
SLAVERY

Vol. III

Indianapolis, Indiana, May, 1944

No. 9

Gov. Schricker Praises Indiana Teamsters for Mountains of Scrap, Paper, Clothing

History of Teamsters' Union Reveals Tobin Drove Boston Horse Car

Helped Organize Brotherhood By Combining Warring Factions

BY SCOTT ARMSTRONG

The story of how the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, with 650,000 members, has become the greatest union of the AFL, and, with 25,000 members the biggest AFL organization in Indiana, is the story of grim struggle by working men to achieve the American way of life.

This story will be sketched briefly in a series of articles starting now.

Thanks to wise leadership and intelligent co-operation with his leaders, the union Teamster today is well paid and enjoys good working conditions. Forty years ago he worked long days for short pay and often slept with the horses. Today the word "Teamster" has come to mean, instead of a driver of horses, a union truck driver who teams with other craftsmen for the common good, somewhat as in a football team.

Success of the union in progressing against all the powers of organized capital, plus the nationwide spread of motorized transportation accounts for the Teamsters' numerical superiority in nation and state.

A survey of the union's movement in Indiana reveals with outstanding significance the names of Emmett J. Williams; and of Alton P. Hess, Steven Toth, C. B. Birdsong, O. B. Chambers, Elmer Nolan, Fred Schultz, Pat Mahoney and William Sullivan; the leaders, additional to those named, of the union's Joint Councils and of the individual locals.

Daniel J. Tobin

History of the International Brotherhood is linked inseparably with the life story of Daniel J. Tobin and his association with other International officers such as Thomas L. Hughes, general secretary-treasurer from the earliest days until his recent death; John M. Gillespie, present general secretary-treasurer, who nominated Tobin for General President in 1907; Thomas E. Flynn, executive assistant to the General President,

and with nine vice presidents of the International Brotherhood.

Daniel J. Tobin came from Ireland to this country at 13, and learned about the vicious inhumanities of American industry—the hard way.

He started working back in 1890 before American labor had become well enough organized to compel child labor laws or any concessions of common decency from the nation's eminent industrialists.

A Child at Work

His job was in a sheet metal factory in Cambridge, Mass., and he labored 60 hours a week, for \$4.50, minus the pay of any holiday, such as the Fourth of July. It is set down that his boss once raised him to \$5 a week but never increased this. Therefore, in 1894, Tobin quit handling sheet metal and went to work in Boston driving street cars. Driving street cars, on the West End Street Railway line at first involved cracking a whip and yelling, "Giddyup, Napoleon!" Sometimes there were two horses, more often four hitched to a car.

He drove these horse cars, meanwhile studying at night, until Christmas Eve of 1896, when without warning he was ordered to strike.

Tobin's First Strike

Now the union of street car employees was an independent organization with untrained leaders, and it developed there was nothing substantially between the workers and employers that could not have been adjusted. But impulsive and untrained leaders called the walkout and made such a bitter experience

(Continued on page 3)



Gov. Henry F. Schricker

Expression of Appreciation For State Drivers Council Help in Local Collections

Governor Henry F. Schricker and Frank G. Thompson, WPB executive secretary of the Indiana Salvage Branch, have joined in asking the INDIANA TEAMSTER to convey an EXPRESSION OF APPRECIATION to all union Teamsters who have participated in making Indiana outstanding among states in the collection and transportation of war-essential salvage.

At the same time Governor Schricker and Colonel Everett L. Gardner, chairman of the Indianapolis Committee of the Russian War Relief, praised members of Teamsters Joint Council No. 69 for

"making possible on Sunday, May 7, one of the most successful collections of clothing of any salvage campaign ever conducted in the State."

Governor Schricker's Expression of Appreciation was based upon reports from Mr. Thompson's office showing the thousands of tons of scrap metal, waste paper and other salvage materials which have been collected and transported during the last two years by union Teamsters, in localities stretching from East Chicago to Evansville and including South Bend, Fort Wayne, Muncie, Terre Haute, Indianapolis, Kokomo, etc.

Drivers Work Sundays

Mr. Thompson reported that the drivers had worked Sundays and after hours, donating both time and services, and that their trucks were contributed by their employers.

"Co-operation of workers and management in making common cause of a public service like this is Americanism at its best," said Governor Schricker. "It is the kind of Americanism that is winning the war and, we hope, will conquer the peace. I sincerely congratulate the companies and their drivers on the good work of the past, and urge them to keep it up so long as there is an ounce of scrap metal or waste paper in Indiana and that ounce is needed in the war effort."

Good Work in Allen County

Among records in the office of the State salvage head are those from Allen County, showing that members of Teamsters Local 414 in Fort Wayne helped collect and cart to freight yards 12,195 tons of general scrap and 711 tons of waste paper, during the first three months of 1944. Another record shows that South Bend's union Teamsters helped salvage more than 200 tons of waste paper in April of this year.

Salvage work of the South Bend and LaPorte Teamsters has been pictured frequently by the Indiana Teamster. Last month's Teamster carried additional pictures, and a

(Continued on page 4)

GRANT WILL TAKE SOUTH BEND AGAIN UNLESS ALL THIRD DISTRICT WORKERS REGISTER NOW! VOTE NEXT NOVEMBER!

(Editor's Note—This is another in a series of editorials dealing with Indiana members of Congress who have been unfair to labor.)

Congressman Robert A. Grant of the Third District advertises in the May "Labor Beacon" of Michigan City:

TO THE MEN AND
WOMEN IN THE
RANKS ...

THANK YOU!

YOUR CONGRESSMAN

ROBERT A. GRANT

Congressman Grant must be thanking the men and women in the ranks for NOT voting, because if enough of them had voted he wouldn't have had a chance.

No sane man or woman in the ranks would vote for him. It is because enough in the ranks didn't vote that he is our Congressman. Men and women in the ranks were too busy working election day in November, 1942, to bother with going to the polls. That's why Grant took South Bend. He got himself re-elected and is still our Congressman by default.

Of course, he thanks the ranks—for not voting!

Having taken South Bend—and all the rest of the Third District—

(Continued on page 2)

Teamsters Who Purchase Bonds

Cited by McAfee, Starting 5th Sale

Praise for the way union drivers of Indiana have helped in the war effort by investing in war bonds, is contained in a statement prepared for the Indiana Teamster by Warren B. McAfee, former head of the Michigan City Teamsters union, now manager of the Labor Division of the Indiana War Finance Committee.

Mr. McAfee's Statement

"The Indiana War Finance Committee wishes to take this opportunity of thanking the Teamsters' locals all over the state of Indiana for their fine participation in the past war loan drives. Especially, do we want to thank the State Drivers Council for services rendered. Only through that type of co-operation is it possible to gain our objective in the various war loan drives.

"I would like to point out now

that the 5th War Loan Drive of \$16,000,000,000 is approximately the same as the Federal Government's debt at the beginning of the war, or, in other words, it is the greatest financial undertaking ever attempted by man. Indiana's share in the 5th War Loan Drive is \$281,000,000.

"We feel as though Teamsters throughout Indiana in the 5th War Loan Drive will meet the challenge. We have counties today that have records of \$1,000.00 laid by in war bonds for every man, woman and child in the county. It is our hope that every group of employees in Indiana affiliated with the Teamsters' Union will be willing and ready to co-operate and accept their quota in the 5th War Loan Drive.

"Thanking you in advance, I remain

Fraternally yours,

WARREN B. McAFEE,
Executive Manager,
Labor Division."

New Contracts Reported Affecting Members of Six Local Organizations

The Yellow and Checker Cab Co. in Hammond has signed an agreement with Teamsters Union No. 362, covering working conditions for 50 drivers.

According to William A. Sullivan who closed negotiations for the union, the company has agreed to a closed shop and check-off. Drivers work on a fifty-fifty basis and buy their own gasoline. Also they get a week's vacation.

Sullivan, reporting the contract to the last meeting of the State Drivers' Council in the Claypool Hotel, Indianapolis, stated further that his local now has the commission men in Hammond organized, with closed shop contract signed.

Scale for the commission house workers is 80 cents an hour for inside men; 90 cents for small truck drivers, and \$1 for those on large trucks, with time and a half after 40 hours, and guarantee of six hours weekly overtime.

Expense account increases have been gained for 300 employees of the Aero Mayflower Transit Co. by their Local No. 193. President Russell Houze who signed for the union said that an additional week's vacation, making two weeks, has been obtained for those of five years or longer service.

Emmett J. Williams reported that after lengthy negotiations between a committee from Local 135 and representatives of 84 city and local cartage companies of Indianapolis, a new agreement has been reached for 1,900 drivers.

President Alton P. Hess of Local 414 reported an increase of 75 drivers on Driveaway operations, with business on the increase. Charles Miller, Local 417, Vincennes, reported reaching an agreement with the Beatrice Creamery, and James K. Katz, of Local 691, Richmond, reported signing a city contract with the Willett Co. of Indiana.

FOR BIG EMPLOYERS POST-WAR PLANNING IS UNION SMASHING

CLEVELAND, Ohio.—Edward F. Murphy, of Cleveland, international representative of the Teamsters' union, told the National Conference of Bakery Drivers here May 3 of a conspiracy among big employers to break organized labor groups after the war. Indiana Teamsters were represented by Roscoe Colby and Harry Cole, business agents of Hammond Local 362.

The Indiana Teamster



Office of Publication, 28 W. North St.
Indianapolis, Indiana

Published Monthly Under the Sponsorship of
INDIANA STATE DRIVERS' COUNCIL

Entered as second-class matter January 27, 1942, at the postoffice at Indianapolis, Indiana, under the act of August 24, 1912.

OFFICERS

ALTON P. HESS, President.
STEVE TOTH, Vice-President.
C. B. BIRNSONG, Secretary-Treasurer.
O. B. CHAMBERS, Recording Secretary.

TRUSTEES—D. E. MAHONEY, E. NOLAN, RUSSELL T. HOUZE.

EDITOR: SCOTT ARMSTRONG

One Year in Advance \$1.00
Six Months in Advance50
Bundle Copies (10-copy minimum)02 1/4

Address All Communications to the Editor, Phone: Riley 3616

Vol. III

No. 9



Vote and Fool the Heels

The Indiana General Assembly again has stabbed labor. It refused at its recent Special Session to change the election law so that workers who were too busy in daytime to stop helping America win the war could vote at night.

To Governor Henry F. Schrieker's request and the demand by labor leaders that the Special Session amend this law the Republican majority leaders said, "No dice, we'll write it in our platform—later."

Maybe they will—later. There's no reason for believing they will merely because they said they would. Anyhow they have managed to deprive all of Indiana's patriotic workers, including 25,000 teamsters, of the opportunity to vote after 6 P. M. next November.

The obvious object of these later hating heels in the Legislature is to keep working people away from the polls next election day. If only Hoosier industrialists, their office boys and their wives, who have nothing to do but hoard and vote, honest labor won't have a chance.

The way to help outnumber these labor haters and keep the wrong Congs from going back to Washington is for every teamster to take enough time off from his job during the day to vote. The law requires all employers to give their employees enough time, up to four hours, on election day to visit the polls. It will cost money to do this, because the time out can be, and probably will be, deducted from the teamster's pay. But if you realize what these six congressmen have done to the nation's war effort and to labor any vote against Harness, Halleck, et al, is worth twice what it costs.

Take time off to vote. If you haven't registered so that you can vote, then register. You can register any time starting May 15 up to October 9, sooner the better. Vote and fool the heels who don't want you to vote!

No, No, Not Tucker!

It now appears possible that the Indiana Republicans will nominate James M. Tucker for the United States Senate at their convention in June.

Lieut. Tucker is reputedly a good, clean boy. He has a good war record. He resigned as Secretary of State to join the war and came back wounded.

But if he should win the nomination for Senator it behooves every friend of labor in Indiana to say "NO" in November.

Because if Jimmy Tucker were to go to Washington, he would go not as a Senator of the people, determined to give humanity a lift. He would be a special delivery messenger for Ivan C. Morgan, canner of Scottsburg, and his 18 varieties of health violations. Morgan is the Republican Party in the Ninth District. He makes and breaks political mouthpieces. He tells them how to vote and they vote that way—or else.

The people of the Ninth District thought they were getting a Representative in Congress when they elected Representative Earl Wilson. So what? Morgan's voice spoke when the Hon. Earl Wilson voted 11 times wrong out of 13 chances to vote for good government. Morgan's voice spoke when Representative Charles A. Halleck argued against honest labeling of canned food.

If Tucker should go to the Senate he would be forced to vote against every bill favoring labor, pure food and humanity. Morgan would make him vote for every bill crucifying labor, every bill favoring canning factories, every bill designed to perpetuate inhumanity. Lower wages, lower taxes, more money for Morgan.

"Washington Calling," a weekly round-up of national news by Scripps-Howard reports: "REPUBLICAN CAMPAIGN organization fighting to win House control, plans \$3,000 contributions to Congressmen facing stiff contests and candidates with chances to unseat Democrats."

Need any help, Mr. Wilson? Or are you getting plenty from Ivan Morgan?

IN THE KNOW WITH KOKOMO

By O. B. CHAMBERS

The regular meeting of Local Union No. 759 is held the first Saturday night of the month, 8:00 P. M., at the Labor Temple, 512 East Sycamore St., Kokomo.

Harvey Reese, formerly employed by the Ross Transit Co., was back on a furlough. Also Sam Jumper of the Navy is back after just finishing his boot training at Great Lakes. Eugene Hawkins has quit driving and now has a welding shop at 239 South Union St. here in Kokomo. Charles Hicks has also quit driving and has started a garage at 322 South Washington St. We wish them both luck in their new ventures.

Local Union No. 759 is still trying to hold on to the Willett setup and keep it in line until such time as we can get the desired action to bring this company around to signing the over-the-road agreement, as they have members in some seven locals in the state of Indiana.

The Victory Ordnance Corp contract is in dispute and has gone to the hearing. We are now awaiting word from the War Labor Board in regard to it.

The coal dealers have agreed to a five-cent increase on the hour for both yard men and drivers and that contract has now gone before the War Labor Board.

We are having difficulties on our city freight agreement as it seems the operators' committee cannot get their members to get down to business. There seems to be quite a bit of passing the buck.

We are getting ready to enter into negotiations, and should be started May 9, with the General Tire and Rubber Company in Wabash, Indiana, for employees in the shipping, receiving and truck departments as we just recently won a National Labor Board election giving us the right to represent these people.

The contract of the National Cylinder Co., in Logansport, is now before the War Labor Board for final approval, with the agreed on increase and vacation and various other clauses covered by the union contract.

"Mouse" Bailey has left the Kokomo Ready Mix and is now driving a city bus.

The 5th District has succeeded in getting Ben Rockey nominated for representative of the 5th District. It is now up to all the people to get out and support him against Harness of the Smith-Connally-Harness bill.

We received a letter from Ivan Frazer, ex-vice president of Local Union No. 759, and I am giving the addresses of some of the boys in case any of the members would like to write to them. The boys would be very glad to hear from any of the members who care to write: Pvt. Ivan Frazer, 301 Tn. Group Sqdn. 2, Sheppard Field, Texas.

Cpl. Harvey Zellers, 15332522, H & S Co., 338 Engrs, Regt. A. P. O. 782, c/o Postmaster, New York, New York.

Cpl. Gene Maddox, A. S. N. 35145291, 484th Med. Coll. Co. (Sep) Camp Maxey, Texas.

Pvt. Marvin E. Holaday, A. S. N. 35506260, Co. C. 63 Inf. A. P. O. No. 6, c/o Postmaster, San Francisco, California.

WHO HELPED CAUSE WAR II?

Woodrow Wilson was speaking to Jim Watson and other traitors in Indiana who helped kill the League of Nations when he said:

"I can predict with absolute certainty that within another generation there will be another world war if the nations of the world do not concert the method by which to prevent it."

Robert A. Grant---Boo!

(Continued from page 1)

Grant did just what his friends who are not in the ranks wanted him to do. He voted against everything in the House of Representatives that could conceivably benefit the men and women who are in the ranks.

On 44 measures affecting workers, farmers and little business people, Grant voted wrong 36 times.

We might forgive him for some of these heresies. But when the voice of rich people rounds out a career of sabotaging the government by voting NOT TO GIVE ABSENT SOLDIERS A VOTE he goes too far. Benedict Arnold, America's historic traitor, wouldn't have done that.

Grant will be hard to beat next November. He polled 23,672 votes in the recent primary and all four Democratic Congressional candidates combined got only 17,507 votes. Of these 9,066 were for Marshall F. Kizer.

Kizer will need all 17,507 Democratic ballots and a lot more. It is up to the men and women in the ranks to provide these votes. Let's start the victory drive now! Let's get out and register, if we haven't registered before, so that we can vote in November. And all of our friends, let's get them interested! We can outnumber Grant if we will, and prove we are a democracy and know how to get what we want.

Grant has proved on every opportunity that he is one of labor's worst enemies in the Third District. He voted for the Hobbs bill which would have destroyed the Teamster's union, and the Smith-Connally bill. He proved how big a pain in the neck he can be when he sat a year ago as a Congressional Committee member investigating the Brewster Aeronautical Corporation.

The Navy had taken over the Brewster plant because of its failure to produce planes, and had put Henry Kaiser, the ship builder, in charge. Kaiser had the mess straightened out before the committee arrived. Nevertheless, it proceeded to investigate for the probable purpose of getting its members some free publicity.

Listen to the "P. A. C. News" of April 27 tell about the investigation:

"Bobby (Robert A. Grant) was a star performer in the hearings. Bobby tried for page after page of the 1,500 pages of questions and answers to blame the labor union, UAW, for the poor production, to blame the Navy, to blame the British, to blame everybody but management."

"Bobby tried to get four watchmen who stood up for their rights fired. Bobby wondered why it was necessary to pay time and a half and double time to the workers at Brewster; Bobby tried to prove that the contract and the union shop brought the trouble to Brewster."

"When Henry Kaiser told the committee that he thought basically it was management that was at fault and that he, Kaiser, could get production with the contract as it was and with the union, Bobby tried for 15 minutes to back Kaiser into a hole and make him modify his statement."

"When Kaiser (who is no friend of organized labor by the way) was asked why he had given jobs to the four guards who had been discharged by the Navy, he answered, 'Would you want them to starve? They have to have jobs.' Bobby, however, called them saboteurs and indignantly asked why the Navy hadn't taken the contract away from the company until the company agreed to fire the men."

The CIO newspaper says also that Bobby Grant is a pretty pin-up boy for the ladies to vote at indicating a sort of political Frank Sinatra. We Teamsters cannot go into this phase but do point out one significant fact:

Most of the legitimate criticism leveled at the New Deal is based upon the number of half-witted politicians who find themselves in important positions. This committee, however, was not sent by Roosevelt. It was sent by Congress, and all the taxpayers' money that was squandered on this labor-hating excursion should be charged to Congress, not the New Deal.

Further, it does no good to sit around and swear at Grant. The only way to return him to the status of useful citizenship here in South Bend is to vote him out of his seat in Washington. Assume the attitude that pious people always take when inspired by greed to do something bad—kick him out for his own good.

LISTEN TO THIS FLAG-WAVING WINDBAG!

One reason why Indiana has a national reputation for sending damned fools to Congress is that they talk and reveal their Hoosier "wisdom." Here is a sample of that Hoosier wisdom puked upon the floor of the House by Congressman Springer shortly before voting NOT to give the absent soldiers the right to vote.

"I speak upon a subject which is a very sentimental one—it is chanted by our people throughout the wakeful hours of life; it is stimulated by the prattling voice and the childish laughter of the children; it is augmented by the hurried step and the pleasant voice of virile youth, and it is nourished and made complete by the cautious voice of wisdom from mature manhood and womanhood. They, in unison, express it in no uncertain terms—it is the voice of the people, saying: 'Our national defense.'"

"The defense of our country, our people and our institutions is that which predominates today! Men and women, even little children, from the four corners of this great nation are calling for our national defense to be made so sound and so strong that we may be enabled to repel the attack of any foe. This is not the appeal of any particular class or group of our people, but it is the unanimous demand of all of our people. Whatever may arise in this nation from which any discord may be developed in these critical hours may be ascertained to be only passive—yet, there is no discord in the demand

New Life Symbolized

"It is a very high privilege to speak upon this subject, because it symbolizes the perpetuation of the new life of the world! The dust of the ancient day has been removed. The selfishness of the old world, where might became the master of right and where wars have been the rule rather than the exception, has been cast aside and now reposes in decay. The treasures of the olden days, where crumbling shrines and ancient art once thrived, have become forgotten lore and our people in this new world have developed that philosophy in life of completely discarding that which is outgrown and outworn. This is the new life of the world!"

LABOR IN THE WAR

One man out of every five in the Armed Forces of the United States is a trade union member, and these total two million, according to the Labor League for Human Rights, AFL.

Get Ready for

FIFTH WAR LOAN

Tobin Quit Delivery Wagon to Drive Union

Strongest AFL Organization Built on American Way of Life

(Continued from page 1)

for the future Teamster leader that he learned then never to be involved in a strike unless he knew what it was about.

It was hard going after that strike. Tobin was blacklisted in many places, along with other strikers. But finally he found a job driving a delivery wagon, and in 1900 joined the newly organized Local 25, Truck Drivers of Boston, of which he is a member to this day.

From the first day almost as a Teamster of Local 25 Tobin has devoted his life to the interest of organized labor. In 1903 he was sent as a delegate to a convention in Niagara Falls and helped create the International Brotherhood of Teamsters, by amalgamation of two warring factions in that craft.

Next year he was made business agent of Local 25, and in 1907 was elected General President of the International Brotherhood. He has held that position ever since by unanimous acclaim of the annual convention, that of 1940 having elected him for a period of 5 years. And with good reason. In 1907 the organization numbered 28,548 members and its treasury contained less than \$6,000. Today the number is 850,000 members, and cash on hand totals \$11,000,000.

President Tobin has been con-

sultant to two war presidents, Wilson and Roosevelt; has been to Europe five times representing American Labor and has held high offices in the AFL, including that of treasurer, 1917 to 1928. In addition he has been chairman of the Labor Division of the National Democratic Party, through three consecutive campaigns, the only labor leader ever thus honored.

Growth of the International Brotherhood of Teamsters during Mr. Tobin's presidency can be seen from the following table of membership by years:

1889	1,700
1904	84,000
1914	51,100
1920	110,800
1924	75,000
1929	55,500
1930	98,800
1931	92,000
1932	82,000
1935	137,000
1936	161,000
1937	210,900
1938	400,000
1940	500,000
1941	600,000
1943	850,000

The organization of Teamsters dates back to one union in Chicago, 1867, owners and drivers, interested in holding up rates as in improving wages. By 1900 it had become a somewhat powerful International Team Drivers' Union, with locals in many cities, but in 1902 the Chicago Teamsters withdrew and set up their own union, the Teamsters National Union, which refused to admit owner-operators if they owned more than one team or employed any men.

Later the International changed its constitution to exclude owners, and it was the amalgamation of these two bodies at the Niagara Falls convention, in 1903, that formed the basis of the present International Brotherhood.

OVER 13 MILLION WORKERS BELONG TO TRADE UNIONS

WASHINGTON—Approximately 13½ million workers—almost 45 per cent of all workers in private industry—were employed under the terms of union agreements last January, the Department of Labor reported this month. Coverage extended to 60 per cent of all manufacturing wage earners; over 95 per cent of coal miners, longshoremen, and railroad workers; and less than 15 per cent of clerical, technical and professional personnel.

Closed or union shop agreements covered about 6¼ million workers and over three million union members were required by agreement to maintain their membership as a condition of continued employment.

An increase occurred during 1943 in the proportion of manufacturing wage earners under maintenance of membership provisions—especially in the machine tool, steel products and aluminum industries. Early in 1944 almost 4¼ million workers were subject to agreements providing some form of checkoff from wages.

KID SALVAGE



DANIEL J. TOBIN

Congress Is Urged to Adopt Huge Post-War Road Program

NEW YORK—Action on the report of the National Inter-Regional Highway Committee, which was transmitted to Congress in January by President Roosevelt, was urged in a resolution adopted by the Association of Highway Officials of the North Atlantic States during its two-day annual convention here recently.

The officials from the 11 North Atlantic States gave their support to an effort "to secure the adoption of the provisions of this report by appropriate federal action with the proviso that in the development of such a program the state highway departments be entrusted with broad and flexible powers of decision as to the means of carrying out such a program in accordance with its own intrastate requirements."

Presented after a three-year study, the Inter-Regional Highway Committee's reports proposed a post-war road-building program embracing 33,920 miles of super-highways, which would create work for 2,000,000 men and take from 10 to 20 years to complete at an estimated cost of \$750,000,000 a year.

Delegates to the conclave of the North Atlantic group also adopted a resolution petitioning Congress to make provision "for use at moderate cost and on an equitable basis to state and county highway departments" of part of the \$70,000,000 surplus war equipment and supplies, estimated to be available at the end of the war, for highway maintenance and the improvement of local roads.

The association also urged states, counties and municipalities to plan for financing of post-war highway improvements from their own funds "or through well-conceived and fairly-administered federal aid."

Speakers heard during the sessions were in agreement that federal aid would be necessary for post-war highway projects, but divergent views were expressed as to the best methods of apportioning it.

Connecticut Highway Commissioner William J. Cox, who was elected head of the group to succeed Herman A. MacDonald of Massachusetts, advocated legislation "that will distribute funds according to the road needs of each state," rather than on the basis "of political needs."

MacDonald suggested that the federal government change its formula for distributing among the states money for new highway construction so as to give the more populous states a more generous share.

PROCEDURES FOR SHIFTING LABOR SET UP BY WMC

WASHINGTON—Faced with the probability that isolated unemployment situations will develop with changes in war production, WMC outlined to its field representatives steps that should be taken to effect an orderly shift of workers to new jobs.

The plan is based on an agreement with the Army and Navy and other procurement agencies that WMC will be kept advised as to when production adjustments are to be made and the number of workers to be affected.

The information will be sent to the field. It will enable WMC representatives to plan placing men and women who will be released in other essential industry.

WMC Chairman Paul V. McNutt said setting up of the procedure is not based on fear of a big unemployment problem. Rather, he said, it is a move to guarantee most effective use of displaced manpower. He added that while situations have developed that have been of great concern locally, there still prevails a national over-all need for manpower that will make possible quick absorption of all displaced workers willing to go to new jobs unless the number grows far greater than is now foreseen.

The only communities where layoffs resulting from cutbacks is large enough to be of concern to the commission are St. Louis and the Twin Cities, Minneapolis and St. Paul.



War Record of Labor Praised By WPB Chief

Keenan Points Out That 85 Per Cent of Workers Are Union

CHICAGO—The American people and the liberty-loving people of the entire world owe a great debt of gratitude to the workers of the United States, WPB Vice-Chairman for Labor Production Joseph D. Keenan said in a speech, read for him here by Alexander Smalley of the WPB Office of Civilian Requirements, before the Catholic Conference on Industrial Problems.

"American war production has amazed the entire world," Keenan said. "Labor can rightly claim a great share of the credit for that flood of production. Without the ceaseless toil of millions of men and women, the planes, tanks, guns and ships would not have been possible. American workers have learned new skills, moved long distances to take war jobs, lived under crowded conditions, endured hardships and discomforts of over-taxed transportation systems, and with but few exceptions stayed on the job day in and day out to get a sufficient supply of munitions to our armed forces wherever they may be."

The address gave the lion's share of credit to organized labor.

"Eighty-five per cent of the workers engaged in war production are employed in plants which operate under collective bargaining agreements," Keenan said. "Union leadership since the beginning of the defense program in 1940 has shown a willingness to meet every reasonable request the government has made. Since Pearl Harbor, amazingly little time has been lost through strikes."

Praises Labor Leaders

Labor leaders, Keenan wrote, whenever given the opportunity, have given freely of their time and effort to government agencies. Many unions have released some of their outstanding leaders to serve full time in war agency jobs. "Management-labor co-operation has been developed to a point never before realized in our history."

"Organized labor," the address went on, "has maintained since the beginning of the war that if an opportunity were given to integrate manpower, production and labor relations problems through co-operative stabilization agreements between government, management and labor, amazing production results could be obtained. Experience has shown the basic soundness of their contention."

In proof the address cited the experience in three major industries: construction, shipbuilding, and aircraft.

"The war is not yet won," the address concluded. "We still have a long road ahead. But I do not fear the outcome. I know the nation can count on American workers and their leaders not only to continue but to intensify their efforts to maintain and increase production until our flood of planes, tanks, ships and guns finally engulfs the Axis."

CITY WANTS OUT OF GROUP I

Michigan City.—Ernest Orange, president of the local AF of L organization here, has promised the co-operation of labor to bring Michigan City out of Group I, the critical labor shortage classification imposed by the War Manpower Commission.

In Group I areas, workers are frozen to their jobs and manufacturers cannot obtain new war contracts.

HERE'S THE LATEST FROM TERRE HAUTE LOCAL NO. 144

By NORMAN C. MURRIN

Just got some decisions from the War Labor Board. They are: City Freight, with increases of three cents from November 15, 1943, to November 15, 1944, and then two cents additional increase for the drivers and for the dockmen, five cents from November 15, 1943, to November 15, 1944, and then two and one-half cents additional increase. Thus, as of November 15, 1944, Terre Haute city freight drivers will receive 85 cents per hour and the dockmen will be getting 75 cents per hour.

We also got a WLB approval on the Terre Haute Furniture Co. case. The approval was \$3.00 for the drivers, \$5.00 per week for the helpers, and \$3.60 per week for the warehouse superintendent. These wages are to be effective June 1, 1943.

We're still waiting to hear from the WLB on the Home Packing Co. case and the bakeries, which has recently been appealed.

We got a letter from Joe Smith Francis, A/S, Company 740, U. S. N. T. S., Great Lakes, Illinois, who was formerly employed at the Miller-Parrott Baking Co. He says, "The Navy, with all its rules and regulations, is okay, but I'd rather be paying union dues." Who wouldn't?

We also got a letter from Bob Spencer, who is stationed at Fort Knox, Kentucky. His address is: Pvt. Robert Spencer, 35829592, Company C, 1st Bn. A. R. T. C., Fort Knox, Kentucky.

INDIANA'S

1944 POLITICAL CALENDAR

May 15—First day to register for general election in November.

October 9—Last day to register, if not registered previously, for eligibility to vote in general election.

November 4—Last day voter may make application by mail to county clerk for absentee voter's ballot.

November 6—Last day a voter may personally procure from county clerk and vote an absentee voter's ballot.

November 7—General election. Vote on all candidates nominated by primary election or party convention.

Schricker Lauds Union Teamsters for Salvage Work

Scrap, Paper, Garment Collections Made Successful by Local Unions

(Continued from page 1)

report from Norman C. Murrin of what Local 144 was doing in Terre Haute. This local, he said, had collected 62 tons of waste paper and picked up 40 tons more gathered by school children.

Other locals whose contributions to the salvage program has been reported in this paper include the following:

Clinton Teamsters' Local No. 73, 100 tons general scrap.

Evansville Local No. 215, 1,800,000 pounds general scrap, October, 1942.

Kokomo Local No. 759, 50,000 pounds general scrap, in the third of three collections up to November 14, 1943.

LaPorte Local No. 298, 334,000 pounds general scrap, October, 1942.

South Bend Local No. 364, with LaPorte, 2,000,000 pounds general scrap, October, 1942; more than 500,000 pounds October, 1943; 226 tons waste paper, December, 1943.

Second Word of Praise

Governor Schricker's Expression of Appreciation is his second official word of praise for union Teamsters in collecting and hauling salvage. His first one was a Citation of Merit awarded in January, 1943, to Joint Council 69 of Indianapolis whose members had collected 2,000,000 pounds of scrap metal.

Clothing for Russians

Governor Schricker's recent praise of the Indianapolis Teamsters who collected clothing for Russians was based upon a report by Colonel Gardner that it was one of the most amazing exhibitions of voluntary service he had ever witnessed. Teamsters of AFL locals working alongside CIO volunteers collected enough clothing to fill five railroad cars and valued, by the insurance placed on it, at \$50,000.

The Teamsters drove 30 big trucks and some of the 95 passenger cars used through practically every street in Indianapolis in their city-wide collection.

They started early and worked late—as long as they could see to collect packages. Many went without their lunches, according to Colonel Gardner, and one driver, he said, bought ten gallons of gasoline out of his own pocket to keep his truck running.

"Without this most able assistance in manpower and equipment the collection could never have been the success it was," Colonel Gardner declared. The Teamsters did a wonderful job. I couldn't say enough in praise of their efforts."

Members of the Committee for Russian Relief additional to Colonel Gardner included Russell Houze, President of Joint Council 69 and Powers Haggood, Regional Director, CIO.

AFL Insists on Definite Policy Post-War Era

The surest way to get dictatorship in America is to fail to set up a democratic civilian agency to direct post-war policy, the American Federation of Labor declared in its February survey.

"Without definite policy directives," the AFL said, "determined by a representative civilian group, we shall have chaos and confusion, which will provide the opportunity for government to take over as in Germany and Italy." The survey continued:

"Recognizing how serious it is to plan for post-war, and that all groups must act together if we accomplish our difficult task, the American Federation of Labor is taking the initiative to provide for united action of all citizens to meet the emergency."

Co-operative Plan

"The AFL has approved a plan whereby industrial management, farmers and workers can co-operate under government chairmanship to achieve maximum production and employment. The proposal is as follows: Congress shall establish a reconstruction commission with full authority to determine the over-all policies of all agencies concerned with reconstruction and conversion to peacetime activities on the home front. This commission shall be composed of representatives of employers, labor and farmers, with a chairman representing the government. The President shall be directed to appoint its members from nominations submitted by the organizations representing employers, labor and farmers, these appointments to be confirmed by the Senate.

"This commission shall be a policy-making body only, its policies to be carried out by administrative agencies. The objective of the entire reconstruction administration shall be to achieve full employment and full production in the United States and its territories. By this is meant: a chance for every American to earn a living at the health and decency level, and production of the volume of goods and services necessary to accomplish this end."

The plan also foresees that price control and rationing will have to be maintained until stability is assured and that the agency shall decide policies covering cancellation of government contracts, disposition of government-owned factories, reconversion of industry through control of materials and production limitation orders and demobilization of armed forces and war workers.

RAY L. LAWTON



He says in his letter to fellow members of Teamsters' Union, Local 188, there are coconuts in the tree, but none has fallen his way. Says he had a hard time making it from Alaska to the South Pacific in nothing flat.

"Truthfully, the thrill of travel has long been forgotten. It's an ordeal now."

Ray enlisted on January 21, 1942.

LAFAYETTE NEWS BULLETINS FROM LOCAL 543

By S. W. HELTON

Negotiations are underway for a new contract with the Sherman White & Co. of Goodland, who are poultry and cream processors.

We have formed our new proposal for the drivers at Ingram-Richardson Mfg. Co., at Frankfort, basing same on the recently approved over-the-road contract.

Vince Inmardino of Chicago, a contract hauler on Road 29 out of Frankfort, is spending his time in jail there on two counts by the grand jury. Inmardino ran over and seriously injured his driver, William Cooper, who was waiting along the road to have his truck pulled out of the ditch. Cooper lost a foot as a result of the injury.

The resurfacing of Road 26 out of Lafayette, will start next week, as soon as materials arrive.

Our office is in somewhat of an uproar during the process of spring cleaning and redecorating.

Brother Armstrong of the Indiana Teamster called at our office a week or two ago while in Lafayette on business.

EAST CHICAGO LOCAL 520 SIDELIGHTS

By STEVEN TOTH

The big bad draft board has taken Bob Smith, our vice president, away. Bob was inducted into the Army a few days ago. He was presented with a nice military watch by the gang. He has not been assigned to any camp as yet. The poker players sure have long faces since Bob left.

Lawrence Schwandt, the hero of every member of Local Union No. 520 and a grand guy, is reported missing in action. It was only recently that he was decorated for bravery. Here's hoping he is found alive soon.

We have completed negotiations on the excavating contract and the employers have agreed to one week's vacation after two years and two weeks' vacation after five years. The Form No. 10 lacks about two signatures, which we should have soon. Then it will be headed for the Labor Board.

Our laundry contract was opened, the boys want some minor changes.

The boys at McKeown Transportation Company, opened their contract. So did our boys who are working under the City Freight Contract.

Organized the drivers working for the East Chicago schools last week.

Did you know that we have 112 employers, not counting filling stations in our jurisdiction and we still have work to do.

All members are urged to check the steel haulers coming into our district and let me know who they are and where they are from. I am making a survey to determine how many should belong to Local No. 520. So give me a hand on this important matter.

Frank Potesak of Lake Cities Corporation, was elected president of the labor group by the Republicans. He will represent labor of Lake County at the state Republican convention.

Pete Johnson and Joseph Burba got their signals mixed the other night playing pinochle. I took them for four games. Maybe they were thinking too much of W. H.

You say you've never driven a car while sober?

Yeah, that's a fact.

You say you purposely ran down ten people last year?

That's right.

And you are willing to drive only in the middle of the street and must miss the fenders of other cars?

You got it straight, mister.

Okay. You are hired to drive one of our taxi cabs.

SURVEY OF LABOR NEEDS

Educational needs and interests of organized labor in Indiana are to be ascertained through a state-wide survey conducted by Indiana University in co-operation with the American Federation of Labor, Congress of Industrial Organizations, the Railroad Brotherhoods, International Typographical Union, and the United Mine Workers.

Ten thousand survey questionnaires have gone out to organized workers in the state, according to John H. Dillon, distributive education director at the university, who defined the purpose of the survey "to get ideas and facts which will help union officials, union members, and the university to work out a workers education program."

"Defeat of President Roosevelt for a fourth term would mean suicide for our labor organizations," Thomas E. Flynn, executive assistant to President Tobin.

Labor Friend Seeks Command of Legion

Wayne L. Lowe of Terre Haute, who is a candidate for State Commander of The American Legion, has been a union coal miner for 15 years and member of the United Mine Workers Union, Local 50. Also he has taught school and is a member of the State Teachers' Federation.

Because of his union affiliation he has the endorsement for the high Legion post, of Louis Austin, President of District 17, UMW of A, and also W. C. O'Connor, President of the Terre Haute Central Labor Union.

Because of his teaching experience, he is endorsed by the presidents of State Teachers' College, Terre Haute, Rose Polytechnic Institute and other notable educators. His line of teaching has been vocational—printing, woodwork, mechanical drawing and other subjects calculated to prepare students to earn their livelihood in industry.

State Commander for the coming year will be elected at a Legion convention in Indianapolis in August. Delegates to this convention will be selected by local posts. Those Legionnaires among the Indiana Teamsters who vote for Lowe will do so on the theory that a union member should command the Legion during the coming year. The coming year will be one of the most important in Legion history, for during that period the organization will carry out its announced program of obtaining employment and methods of rehabilitation for discharged service people.

V-Mail Is Best And Safest Way To Write Him

Quickest and safest way to write your soldier overseas is V-mail, according to the OWI and Army and Navy postal services. Here's why:

1. V-mail always gets there. Not a single V-mail letter of the 233,000,000 sent overseas has been lost. In 1943 millions of other letters were lost through ships sinking.

2. Most ordinary air-mail letters actually get sent on ships, may take months. V-mail is always flown, is only a matter of days.

3. V-mail follows American combat troops to fronts and beachheads everywhere; it is already being delivered in the Marshall Islands and Nettune, Italy.

4. V-mail saves 98 per cent of badly-needed cargo space.

In one case V-mail even stopped a divorce. A soldier in North Africa filed suit for divorce when he didn't hear from his wife for several months. Army post offices found her 60 letters, sent by a ship that was sunk. She wrote him V-mail immediately—and the divorce was called off.

UNFAIR

The Home-Made Pie Co. and Its Employees

Bed Cab Company

and Its Drivers

The Sales Drivers of

Omar Baking Company

and

Dietzen Baking Co.

Are Unfair to Teamsters'

Local Union No. 188

DO NOT

PATRONIZE



Scenes such as this one in South Bend are common also in LaPorte, Fort Wayne, Terre Haute and elsewhere in Indiana in these days of salvaging waste paper by union Teamsters.